GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:4914
ANSWERED ON:19.04.2001
ACCIDENTS IN NORTH EAST FRONTIER RAILWAYS
MONI KUMAR SUBBA

Will the Minister of RAILWAYS be pleased to state:

(a) whether the North-East Frontier Zone was the most accident/derailment prone zone during 1999-2000;

(b) if so, the reasons therefor;

(c) the comparative figures of accidents/derailments occurred in each of the zone during each of the last three years along with reasons therefor; and

(d) the steps taken by the Government to check the accidents in future?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH)

(a) to (d): A statement is attached.

STATEMENTREFERREDTO IN REPLY TOPARTS (a) TO (d) OF UNSTARREDQUESTION NO.4914 ASKED BY SHRI M.I SUBBA TO BE ANSWERED IN LOK SABHA ON 19.04.2001 REGARDING ACCIDENTS IN NORTH-EAST FRONTIER RAILWAYS

(a): Yes, Sir. There were more accidents on Northeast Frontier Railway as compared to the previous years.

(b): Parts of Northeast Frontier Railway cover hillyarea involving sharp curves and steep gradients in the track. Working conditions are also not conducive for optimum output. Efforts are being made to replace overaged assets subject to availability of resources.

(c): Zone-wise details of consequential train accidents (including derailments) and derailments during the last three years are as follows:-

Railway	1998-99		1999-2000		2000-2001#	
	Derail-ments of Acci-dents	Total No. of Acci-dents	Derail-ments of Acci-dents	Total No. of Acci-dents	Derail-ments of Acci-dents	Total No. of Acci-dents
Central	57	68	47	68	43	58
Eastern	25	31	21	31	29	35
Northern	35	54	54	80	25	66
North Eastern	16	23	9	25	23	37
Northeast Frontier	23	27	67	76	88	95
Southern	50	59	34	48	33	43
South Central	31	45	34	49	33	48
South Eastern	38	55	36	52	44	53
Western	17	26	23	30	27	29
Metro						
Konkan	8	9	4	4	6	9
	300	397	329	463	351	473

The reasons for the above accidents were as detailed below :-

	1998-99	1999-2000	2000-01#
Failure of Railway Staff	268	287	325
Failure of persons other than Railway Staff	63	105	88
Equipment Failure	33	28	5
Sabotage	11	21	25
Combination of Factors	1		1
Incidental	14	15	25
Could not be established	7	7	4
Total	397	463	473

Figures for 2000-01 are provisional

(d): Some of the important steps taken by the Government to check accidents are given below :-

(i) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes, wherespeed is more than 75 kmph, have been completed. Remaining portion of the work is under progress.

(ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at Danger' to the driver of the running train as been commissioned on Mumbai Suburban sections of Mumbai.

(iv) A pilot project of AWS on trial basis for 'Tughlakabad- Mathura section of Central Railway has been sanctioned on trial basis.

(v) Last vehicle check by Axle Counter have been introduced on over 150 block sections and is being progressively added.

(vi) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned onsome important sections for providing duplex radio communication between driver/guard and control.

(vii) Walkie − talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.

(viii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which havebetter visibility than the conventional kerosene lit hand signal lamps.

(ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines and track maintenance. Also Track Renewal Trains are being used.

(x) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(xi) For detection of hidden flaws in rails/welds, adequate double rail Ultrasonic Flaw detectors have been procured. Now Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xii) Maintenance facilities for coaches and wagons have been moernised and upgraded at many depots.

(xiii) Routine Over Hauling Depots havebeen equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.

(xiv) Funds being received from the diesel cess will be used for safety related works pertaining to level crossings.

(xvi) Whistle Boards/speed breakers and road signs have beenprovided at unmanned level crossings and visibility for drivers has

been improved.

(xvii) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(xviii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.

(xix) Steps are being taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xx) Periodical Safety Audit of different divisions by inter- disciplinary teams from Zonal Headquarters has been introduced.

(xxi) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of Simulators for training of drivers.

(xxii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(xxiii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.

(xxiv) A pilot project of Anti Collision Device (ACD) has been sanctioned for Northeast Frontier Railway.Trial of prototype ACD equipment has been started. After successful completion of this pilot project, a decision would be taken for its application on other routes of Indian Railways.

(xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.